

EXCHANGE:
Closing Quotations:
T.T. London 24.39d.
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The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST:
FAIR.
Barometer 30.11.

March 16, 1917. Temperature 6 a.m. 57 2 p.m. 60
Humidity 64 " 68

March 16, 1917. Temperature 6 a.m. 59 2 p.m. 64
Humidity 57 " 73

7612 日三廿月

FRIDAY, MARCH 16, 1917.

五月三十六日英港

SINGLE COPY 10 CENTS.
\$35 PER ANNUM.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

GERMANY'S DISTRESS.

Situation Daily More Desperate.

London, March 15.
Reuter is informed that dispatches just received in London from an unimpeachable source indicate that the situation in Germany is becoming "daily more desperate." The position is depicted to be extremely black.

FRENCH AVIATION POLICY.

Minister of War Resigns.

London, March 15.
Reuter's correspondent at Paris says that the Chamber first of all discussed aviation in secret and then publicly. It considered various resolutions, including one expressing confidence in the Government to secure the closest co-operation in the various air services, and to intensify all forms of aerial warfare.

General Lyautey said it would be preferable to await the result of the measures taken before debating. He refused to pursue the subject.

This remark occasioned loud protests that General Lyautey had insulted Parliament, and the tumult only ceased when the secret session was resumed.

General Lyautey was absent at the subsequent public sitting, when M. Briand accepted, and the Chamber unanimously voted, the aforesaid resolution.

It was subsequently announced that General Lyautey had resigned.

Later.

Reuter's correspondent at Paris says that General Lyautey, the Minister of War, has resigned after the debate on military aviation in the Chamber.

General Lyautey, who objected to the debate, refused to discuss the matters raised, as being prejudicial to national defense.

THE TORPEDOED AMERICAN SHIP.

Pirates Jeer at the Crew.

London, March 15.
The German pirates hauled down the Algonquin's flag before sinking her.

They jeered at the men in the boat, when the latter asked for a tow, one of the pirates replying "Too busy."

GERMAN CONSPIRACY IN AMERICA.

A Military Expedition Against India!

London, March 13.
Capt. a Hindu student of Columbia University, has been released on bail of \$5,000, on a charge of having conspired with von Papen to organize a military expedition against India.

It is stated that von Papen paid Capt. a huge sum to go to Japan in connection with the project.

COTTON EXPORTS.

Prohibited Except Under Licence.

London, March 13.
The Foreign Office has informed the Liverpool Cotton Association that the Government has decided to prohibit the export of cotton from the United Kingdom except under licence.

To Save Tonnage.

London, March 13.
It is pointed out that the prohibition of the export of raw cotton, which is intended to save tonnage, will cause a suspension of exports of Egyptian cotton to the United States, which amounted to 67,374 bales out of 95,933 bales exported during the ten weeks ending March 8.

THE WESTERN FRONT.

Von Falkenhayn Arrives at Tigrmont.

London, March 13.
Reuter's correspondent at Amsterdam says it is learned from an authoritative source that General von Falkenhayn and Staff have arrived at Tigrmont. There is much speculation in connection therewith.

French Take Prisoners.

London, March 15.
A French communiqué states:—We carried out a coup de main in the region of Moulin sous Touvent, to the east of the Oise, and took prisoners.

Several German attempts on our small posts in the neighbourhood of Vingre, to the west of Navarin, and in Argonne, failed.

There was fairly active artillery firing in the region of Maisons de Campagne, but no infantry engagements.

A German Story.

London, March 15.
A German official wireless message states:—Destructive fire stopped French attacks to the south of Epion.

VEGETABLES INSTEAD OF HOPS.

London, March 15.
A Press Bureau announcement says Mr. Prothero, President of the Board of Agriculture, has circularised hop-growers recommending that they reduce their acreage by one-half, which would be sufficient for a year's brewing, and substitute potatoes and vegetables on the other half.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

THE MESOPOTAMIAN CAMPAIGN.

Russians Capture Kermanshah.

London, March 14.

The Russians have taken Kermanshah. [Kermanshah is a flourishing town of Persia, and capital of Persian Kurdistan, situated near the right bank of the River Kerkha.]

Pursuing the Turks.

London, March 15.

A Russian official wireless message states:—We are pressing the retreating Turks in the direction of Sakkis and are approaching Bann.

We occupied Kermanshah after an obstinate two days' battle.

IN THE BALKANS.

Fresh Activity on Monastir Front.

London, March 16.

A French Macedonian communiqué states:—There has been great patrol and artillery activity on the Monastir front.

The Italians advanced near Hill 1050.

An Austrian attack between Lake Prespa and Lake Malek was repulsed with loss, the enemy leaving prisoners.

According to the Germans.

London, March 15.

A German official wireless message states:—The French advance on both banks of Lake Prespa, to the north of Monastir, was another costly failure.

We repulsed minor Entente attacks between Cerna and Lake Doiran.

British Line Pushed Forward.

London, March 15.

According to Reuter's correspondent at the Headquarters in Salonica, the British line south-west of Doiran has been advanced a thousand yards over a front of 3,500 yards, bringing the trenches at places within a hundred yards of the enemy's trenches.

The operation, including digging themselves in and fixing wire entanglements, was carried out during the night. The new line shortens the front by straightening the salient at Horseshoe Hill, which was always exposed. Secondly, it strengthens the defences by an extra line of trenches; and, thirdly, it facilitates future raids upon the enemy.

SIR ERNEST SHACKLETON FOR THE FRONT.

London, March 15.

Reuter's correspondent at Sydney says Sir Ernest Shackleton has arrived there. He says he is going to the Front.

THE RUSSIAN FRONT.

London, March 15.

A Russian official wireless message states that the enemy at night attacked and occupied portions of trenches to the south-west of Bataan. Our counter-attack drove him out with great loss.

U. S. COMMENT ON FALL OF BAGDAD.

London, March 15.

The New York World says the fall of Bagdad is the writing on the wall for the Turkish Empire.

The New York Herald says the fall of Bagdad is the beginning of the end of Prussianism.

NEW MAINTENANCE ALLOWANCE.

London, March 15.

In the House of Commons, Mr. Forster stated that arrangements have been made enabling officers below the rank of Major, and equivalent ranks in the Navy, to obtain a maintenance allowance for their children.

TEA, COFFEE AND COCOA.

London, March 15.

In the House of Commons, Mr. Batherst stated that Lord Devonport was consulting the leading representatives of the tea, coffee and cocoa trades with a view to securing distribution at fair prices.

BRITISH TRADE RETURNS.

London, March 15.

The increase in British exports for the past month is £951,704 and in imports £3,612,322, as compared with February of last year.

THE DARDANELLES REPORT.

London, March 15.

In the House of Commons, Mr. Bonar Law announced that Mr. Asquith would make a statement on the Dardanelles report on March 20. A small Government Committee, including Mr. Asquith, is at present considering the excised portions of the report, with a view to publication.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

ARMED MERCHANTMEN.

British Representation to Holland.

London, March 15.

In the House of Commons, evidently in connection with the case of the British ship Princess Melita (which was recently reported to have been ordered out of the Hook of Holland when she went to take in water because of the fact that she was armed), Lord Robert Cecil stated that the Imperial Government was communicating with Holland regarding her refusal to a low & defensively armed British merchantman to use a Dutch port.

ITALIAN SUCCESS IN TRIPOLI.

London, March 15.

Reuter's correspondent at Rome says it is semi-officially announced that the Italians have re-occupied Bucane, on the west coast of Tripoli.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

SUSPENSION OF THE DUMA.

Petrograd, March 13.

Imperial ukase suspend the Duma and Council of Empire from 11th March to April at the latest according to circumstances.

KING GEORGE AND THE BAGDAD VICTORY.

London, March 14.

The Press Bureau announces that the King, acknowledging the congratulations from Allied Sovereigns and Heads of State concerning the capture of Bagdad, expresses his confident belief that the success advances the Allies another stage on the sure road to victory.

BRITISH POLITICAL CRISIS OVERCOME.

London, March 14.

The House of Commons debated the resolution authorizing the acceptance of India's war contribution of a hundred millions sterling, and the Lancastrian amendment opposing the increase of the Indian cotton duties arising out of the resolution.

Mr. Chamberlain dwelt on India's splendid part in all theatres of the war.

Mr. Asquith moved an addendum to the Government motion, that the increase be reconsidered after the war in connection with the fiscal relationships of the Empire.

Mr. Lloyd George accepted.

The motion as amended was unanimously adopted, amid cheers, after the Lancastrian amendment had been rejected by 265 to 125.

The minority consisted of the Lancastrians, Nationalists and some Labourites.

The House of Lords agreed to the Government resolution accepting India's war contribution.

Earl Beauchamp withdrew his amendment in favour of a postponement of consideration of the question after the war upon the Government undertaking to review the matter after the war.

THE BRITISH ADVANCE.

Pushing the Line Forward.

London, March 14.

Field Marshal Sir Douglas Haig says:—Our line has been advanced on a mile and a half frontage south-westward and westward of Bapaume, and has progressed on a 2,000 yards frontage southward of Achiet-le-Petit.

We occupied a thousand yards of trench south-westward of Essars, which is north-eastward of Gommecourt.

We raided trenches eastward of Armentieres and effectively bombarded positions northward of the Somme and eastward of Arras. Two explosions were caused.

More Open Warfare.

London, March 15.

Reuter's correspondent at Headquarters, writing on March 14th, says:—The British advance, which was resumed on a front of four miles west of Bapaume on Monday, resulted in a further development of open warfare. The strong screen of rearguards covering the German retreat avoided action as much as possible.

The British are now entering the undulating green wood country, in marked contrast to the brown dreariness they have faced all the winter.

The condition of the villages testifies to the hurry of the enemy's departure. Grevillers was largely intact, and in Miramont many houses were undamaged.

One of the most amazing spectacles is the roads and railways creeping up under the hands of myriads of workers. The promptitude with which guns and munitions were brought up was most disconcerting to the Germans. The latter abandoned much munitions and supplies; but the wines and cigars found in the dugouts were regarded with suspicion after former experience of the Hun's dark ways.

French Advancing Also.

London, March 15.

A French communiqué reports:—We continued our progress by bombing in the region of Maisons-de-Champagne, notwithstanding the furious enemy bombardment with tear shells.

(Continued on page 8.)

TELEGRAMS.

(Reuter's Service to the "Telegraph.")

OBITUARY.

Sir George Chetwynd.

London, March 12.

The death is announced of Sir George Chetwynd, Bart., former High Sheriff of Warwickshire, and a large landowner.

Sir William Adams.

London, March 12.

The death is announced of Sir William Adams.

NOTICES.

UNDERWOOD TYPEWRITERS.

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BEST
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MOST
DURABLE
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Private hotel, affording every comfort. Large and airy rooms. Splendid View of Harbour. Excellent Cuisine under Personal Supervision of the Proprietress.

For Terms apply.—MRS. LOSSIUS, Proprietress.

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Orders may be left with the above for any of our products. We put up absolutely the best Flours and Biscuits. Price One Dollar Each, or 50 Cents for Boxes good for any meal, or a Carte up to 75 Cents.

We Guarantee everything put up and sold by the Alexandra Cafe to be of first class quality. Try our own made Park Biscuits and Park Pie. Pure Java Coffee Roasted and Ground Daily and put up in Boxes at 50 Cents. We give you a Splendid Cup of Lipton's Tea. Minerals and soft drinks of every description.

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EXCELLENT CUISINE.

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16 FEET MOTOR BOAT.

Fitted with 214 H.P. Caille Engine which runs on either Kerosene or Gasoline.
Please arrange for a trial run.

ALEX ROSS & CO.

MACHINERY OFFICE.

PHONE 27.

GENERAL NEWS.

Eleven Brothers Perish
in a Zeppelin.

According to the Amsterdam correspondent of the Daily Chronicle, eleven brothers, who formed part of the crew of one of the Zeppelins, which were brought down during a raid on England were buried alive when the airship was destroyed. The body of another man from the Zeppelin, destroyed off England on November 28 has just been washed up on the coast, says a despatch from London. This is the third body recovered during the last eight days.

Celebrated French Priest
Assassinated.

The last French papers have reported the death of the Reverend Father de Fontenay, who has been assassinated at Tassareg, in the middle of the Sahara. A brilliant officer of cavalry, he de Fontenay disguised as a Jew, explored unknown Morocco in the years 1883 and 1884. He was after some years ordained a priest, and fixed his residence in Central Africa, at Tamanrasset, living alone amongst the Touaregs, and publishing remarkable studies about the language, literature, religion and tradition of those nomads.

European Arrested at Singapore.

Henry Smith, who gave his address as Hylam Kongree and his nationality as English, and who was arrested by Inspector Meredith in a house in a lorry off Jalan Besar early on Wednesday morning on a warrant, appeared before the third magistrate the same day, says the Singapore Free Press of March 8. Accused is charged at the instance of S. B. M. M. Somasundaram Chitty, with cheating, by pretending that the cinematograph machine at Alexandra Hall, North Bridge Rd., was his own personal property, thereby inducing the chatty named above to loan him \$1,300, and thereby committing an offence punishable under section 420 of the Penal Code. Accused who pleaded not guilty was remanded for one week, being offered bail in the sum of \$2,000, in two sureties.

Volunteer Reserve Force

The Resident of Perak deems it expedient and necessary that a Reserve Force to the Volunteer Force should be established in the State of Perak, and that men should be called out to undergo training in the State of Perak, says the Times of Malaya. He therefore authorizes the establishment, in the State of Perak, of a Reserve Force to the Volunteer Force and the calling out of men to undergo military training within the following areas:—Within a radius of seven miles from Taiping, Troop, Parit Buntar, Raged Serai, Kuala Kangsar, Sungai Sipat, Brusa, Ipoh, Batu Gajah, Gopeng, Taiping, Sungai, Telok Anson, Bagai Datoch, Sitiawan, Kampar, and Slim River; also that part of the State of Perak within a seven miles radius of Tapjung Malim, (T.O.M.)

High-Speed Telegraphy.

The committee appointed by the Postmaster General at the end of 1913 to inquire into and report on systems of high-speed telegraphy have just issued their report [Cd 8413]. They regard all systems as high speed which provide a greater output than a duplex Morse circuit, which has a speed of 30 words a minute in each direction, or total capacity of 60 words. They recommend that the extension of systematic Wheatstone working should be discontinued, and the question of dispensing it by multiplex circuits taken up gradually. Page of column printing they regard as preferable to tape printing on the basest routes, though not to be adopted throughout the service to the exclusion of the latter. Wired receiving apparatus, which converts the Wheatstones receiving tape into type printed characters, they think can most profitably be used in the Post Office service for news work.

NOTICES.

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TELEPHONE NO. 16.

BIRTH.

"MACKENZIE.—On 15th March at 264, Nathan Road, Kowloon, to Mr. and Mrs. A. Mackenzie, a daughter."

DEATH.

"GLENDRINNING.—On March 7, 1917, at "Waratah," Markham Road (S.N.R.), Shanghai, Violet Helen Scott beloved youngest daughter of Mr. and Mrs. R. J. Glendinning, S.N.R., aged 61 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 16, 1917.

HONGKONG FOOD PRICES.

In the course of an article which appeared in this column on the 8th inst., we urged the point that it was high time the Food Committee set about revising the list of maximum prices for foodstuffs, and suggested that one or other of the Unofficial Members of the Legislative Council should, in the public interest, raise the question before the Legislative Council. It is gratifying, therefore, to feel that our observations have not been in vain, for the Hon. Mr. Pollock, whose interest in public matters is well-known, has taken the earliest opportunity of bringing the question to the notice of the Government. Yesterday he addressed a series of questions to the authorities on the subject, and, if these were not answered with any great definiteness, the replies were at any rate of such a nature as to lead to the hope that past neglect will be remedied and such action taken as will result in the whole matter being placed on a more satisfactory footing to all concerned.

This matter of the price of foodstuffs constitutes one of Hongkong's most important war problems; yet it is one which, in spite of its general importance to tradesmen and consumers alike, has received the scantiest possible attention. That much is easily established by the nature of the replies to Mr. Pollock's questions. Not only in a comprehensive sense, but in point of detail as well, the answers were palpably weak, reflecting a slackness and a failure to recognise the urgency of the matter which contrast sharply with the seriousness of the problem to the community as a whole. When the Food Committee was first appointed, the general impression was that it would meet at fairly regular intervals and would revise the prices of commodities according to altered conditions. In point of fact, however, it seems doubtful whether the Committee has assembled at all, except on very rare occasions; certainly, according to the Government's own showing, it has not concerned itself with a general revision of charges for over two years. It is true that from August, 1914, to August of last year, just over a dozen Proclamations have been issued regulating the prices, but some of these—not, indeed, most of them—have merely dealt with one or two specific commodities, leaving the bulk of everyday necessities untouched. It would be interesting to know exactly how many times the Committee has met, and when, precisely, was the last date on which it assembled. When dealing with this question, it is well to remember that there are two divisions into which foodstuffs naturally fall—there are those which are produced locally, and those which are imported. It is the former of these which comprises the list issued in detail by the Food Committee (mostly market goods, such as meat, poultry, fish and vegetables), which list, it is confessed, has not been revised since March 12, 1916. In certain of these goods there has been a rise in price above the maximum allowed, and, that being the case, it would be well if some explanation were forthcoming as to why the list has been allowed to remain unaltered for so long a period. But it is in regard to imported goods that the heaviest increases have taken place. These are dealt with in the official Proclamations on the subject by a paragraph which provides that the prices shall not be raised more than 15 per cent. above the retail prices which prevailed on July 25, 1914. Mr. Pollock very pointedly enquired whether that provision had been enforced in the case of certain articles which he specified. The reply given him was that the increases were of "some 10 to 12 per cent.: in certain cases the increase has been larger, in others less." The point as to whether the price of any of the commodities mentioned by the questioner had become enhanced beyond the scale permitted, was evaded, save in so far as the Government admitted that in some instances the rise had been more than 10 or 12 per cent. From what source the Government obtained its information, or by what method it arrived at the "10 or 12 per cent." we do not know. But we do know that the increase in regard to some of the goods specified by Mr. Pollock has been fully 30, and, in some instances, 50 per cent.

We are aware, of course, that the rise in freight rates has been a big factor in the growing dearth of imported articles. The Government sought to take refuge behind that circumstance in the remark that this extra freightage was not foreseen at the commencement of the war. But that hardly meets the case. We have had some two years' experience of high freights now. Why, therefore, has not the scale of 15 per cent. been modified to meet the new situation? In fairness to tradesmen, and as a guide to the buying public, that should have been done. We have all along maintained that there has been a regrettable slackness on the part of the Government and the Food Committee in dealing with this vitally important question. The replies to Mr. Pollock's queries simply confirm that opinion. And the crowning point is now reached by the Government's announcement that "the question of the limitation of prices will be referred to the Committee"—the Committee which is supposed to have made that very question its business for the past two and a half years!

A New Danger in China.

We have argued a good many reasons why China should not waste a moment in interning every German throughout the country—but we have not exhausted the list. Yesterday morning, as many of our readers are aware, a rumour was going round the Colony to the effect that an arsenal—some accounts said Nanking and others Hankow—had been blown up, and to-day at least one of the local vernacular papers "heard" that an explosion had taken place at Nanking. Knowing what we do of the German's playful little habits in the bomb direction, we can hardly be expected to feel much surprise if the story should turn out to be true, even while we hope that it is not. But if it is, what is going to be the fate of any chance European found in the neighbourhood? None know better than the Peking Government that an inflamed mob does not stop to exercise whatever reasoning faculties it may chance to possess. If to-morrow the Shek Cheng arsenal at Canton were blown up and a number of Chinese killed, the life of a European in the locality would not be safe for the next day or two. To the Chinese coolie the *fan kwae* is the *fan kwae*, whether he hails from Berlin or Bethnal Green, from Paris or Pennsylvania, and his ear draws no distinction between English and Yiddish. So surely as success attends any serious German plot, so surely shall we be threatened with a series of attacks on foreigners. Now that relations between the Allies and China are at last what they should be, there is no room for relapses; we cannot afford to have the present good understanding wrecked by an imitation of the Boxer troubles. If every enemy subject is forthwith put under lock and key and denied all access to suspected persons who are not German, we shall soon hear the last of the blowing up of arsenals.

The War Situation.

How does Germany like the general look of things just now? Are the Kaiser's "victorious armies" still stalking the land with giant stride, carrying everything before them; or are they cursing the madaces that inspired their rulers to fling down a challenge to the world? Before the Huns have fully realised that Bagdad has fallen, comes the news that Kermanhah has met with the same fate; and, while they are writhing at the thought of the brilliant advance of the British on the Western front, the fact is well driven home that China has broken off relations. And so one card castle after another falls on the table, and every day the Kaiser receives a fresh reminder that his dreams of world-empire can never come true. Italian successes, Russian successes, French successes, the entire collapse of Boche power in East Africa, the exposure of plot after plot in the United States—what sort of food is all this, to give to a German public that is hungering not only figuratively but very materially? We can, of course, picture the average well-informed German desperately trying to comfort himself with the reflection: "There are still the submarines." Yet that comfort is surely cold enough. During the past week, close upon a thousand craft of all kinds have entered and left British ports. Out of that number twenty have been sunk, and, of the twenty, three were fishing vessels and four more were under 1,600 tons. During the same period seven hundred vessels, exclusive of coasters and fishers, arrived at French ports—and the sinkings numbered two! The Germans are said to be a mathematical nation; then let them get to work and calculate the length of time that it would take their pirates to destroy the mercantile fleets of the Allies, at the present rate of progress. If the Kaiser can see a single ray of hope in the outlook he is madder than the British have ever believed him to be.

F.M.S. and War Relief.
The total of the F.M.S. War Relief Fund to date is \$250,000.07.

DAY BY DAY.

WE NEVER SAW BUT ONE HONEST HIGHER-BE—AND THE FELLOW ON THE LEADING HORSE HAD STOLEN IT.

The Dollar.

The opening rate of the dollar on demand to-day was 2s. 31/16d.

To-morrow's Anniversary.

To-morrow is the 31st birthday of Princess Patricia of Connaught.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending March 3, amounted to 62,507 tons and the sales during the period, to 60,274 tons.

Kidnapping Charge.

Before Mr. C. D. Melbourne, at the Police Court this morning, Mr. A. M. Preston appeared to defend a woman who was charged with kidnapping a small girl from a village in the country beyond Canton. He said the case had been sent to the Court by the S.C.A. Sergeant McKay appeared for the prosecution and the case was adjourned, bail being fixed at \$250.

Pot of Opium Snatched.

A little boy was sent out by his father to buy a pot of opium, and, whilst he was carrying it home, it was snatched out of his hand by a man, who at once ran away. Chase was given, and the man was caught by a district watchman. When charged before Mr. C. D. Melbourne, at the Police Court this morning, the thief was sent to gaol for a month, with hard labour.

Infractions of the Bye-laws.

The occupier of a house which is being altered to be used as a restaurant was summoned before Mr. C. D. Melbourne, at the Police Court this morning, with infringing the bye-laws by placing a stone in the basement kitchen. Mr. J. H. Gardiner appeared to defend and Mr. J. T. Edwards, of the P. W. D., proved the case. Upon an undertaking being given that the stone should be removed, defendant was fined 5s.

Always Came Back.

An Indian, named A. Brose of 27, Pottenger Street, was summoned at the Magistracy this morning for keeping a dog without a licence. In reply to the summons, he said the dog did not belong to him. When asked how long he had had the dog, defendant surprised the Court by replying that he had had it for two or three months. He had sent it away three or four times, but it always came back. He had since taken out a licence. A fine of \$1 was imposed.

Careless Absence.

A gambling raid carried out last night by Sergeant Clarke, resulted in 14 persons being summoned at the Police Court this morning. Three men and one woman failed to appear when the case was called on, and Mr. G. R. Haywood appeared on behalf of the remainder, who pleaded guilty, and were fined \$2 each. As soon almost as the bail of the absent ones had been estreated, two of them turned up and when asked why they were late one said he had indigestion and the other said he could not find anybody to take charge of his shop. Their bail of \$25 each was ordered to be estreated.

POLICE RESERVE ORDERS.

Orders issued to day by Mr. F. O. Jenkin, D.S.P. (Reserve), state:—

Standing Orders.
The following is to be inserted on page 3 of the Standing Order Book:—
"I. (a). All Unruly Orders which in any way add to, explain, alter or cancel those contained must be at once written in the book at the appropriate page."

A printed slip containing all additions and amendments made since September, 1916, is in course of preparation, and will be issued to all ranks.

Recruits.
Monday, March 19, and Wednesday, March 21—All recruits except No. 2 Company.

Tuesday, March 20, and Friday, March 23—No. 2 Company Recruits' Platoco.

Strength.
P. O. 721 Caldwell is permitted to resign on leaving the Colony.

SUMMARY COURT.

Some Cases Called This Morning.

Happy Presentation of "Theodore and Co."

Last night's performance by the Bandman Opera Company, at the Theatre Royal, was one of the most enjoyable the Company has given during this season, and the large attendance frequently demonstrated its appreciation of the play staged. The new musical production, "Theodore and Co.", which has enjoyed such a large measure of success in London, was presented, and, being written by well known producers, in George Grossmith and Edward Larkill, it is certainly a well-written and well-thought-out musical comedy. Like all similar types of play, the story is the least important part of it, for it only serves as a ground-work on which to justify the introduction of such pretty and catchy music and light-hearted fun and dancing. But, nevertheless, the "plot" is nicely arranged and, after the usual entanglements, all is straightened out into the "happy ever after" finale.

The case was adjourned for a week.

It will be remembered that last week the plaintiff in the present action was summoned for being drunk and behaving in a disorderly manner by the defendant, at the Police Court, and was adjourned, bail being fixed at \$5, before Mr. C. D. Melbourne.

Cases Settled.
The case was called in which Li Yuk-po claimed \$180 from J. George Chancie.

Mr. Leo D'Almada, who appeared for the plaintiff, said that the case had been settled out of Court.

The case was mentioned in which K. Kusano claimed \$18.60 from F. Schneppel.

Mr. Faithfull was for the plaintiff, and said that the money had been paid.

Mr. Faithfull represented Frank E. Hall who claimed \$14.95 from Mrs. Gibson. It was stated that the case had been settled.

Taylor's Bill.

James T. Shaw claimed \$98 from Tam Sik-ki.

His Lordship:—What is this another tailor's bill?

Mr. Faithfull:—Yes. Defendant states that he gets 25 cents on every \$100 worth of goods he sells, and he has sold some thousands, from which he expects to get \$50.

The case was adjourned.

SHANGHAI SHARE REPORT.

Messrs. A. L. Anderson and Co. in their weekly share circular (Shanghai, 10th March), say:—

Our market has again gone flat, and while a number of transactions were reported in Rubbers the money involved in nearly every case was insignificant: After a long period of neglect, Cottons attracted some slight attention and a fair number of Shanghais changed hands. While the supply of silver at hand has again increased, little money seems available for share dealings, but there is certainly more enquiry in the Debenture market and some fairly long lines have been negotiated at well sustained prices following on the lower rate of exchange. The Municipal Council however have advertised an issue of Tls. 1,500,000 five-year debentures bearing interest at 7 per cent. and this is calculated to have a slightly depressing effect on rates for issues made during the last four or five years. Today's opening rate for T/T on London was 3/5d; the Dollar rate being 71.825.

Company Meetings, etc.—Chins Sugars announce a dividend similar to that of last year: the accounts are not in our hands, but we understand that they make a good showing. Batu Anam: The meeting is to be held on April 3rd, when a final of 5 per cent. (making 10 per cent.) will be proposed. Shanghai: At the meeting to take place on 20th instant, the directors will recommend the payment of a 4 per cent. dividend in respect of the working for the 10 months ended 21st December. Tebong: A third interim dividend has been declared payable on 23rd instant. Shanghai Water Works: The annual meeting is called for 27th instant; it is suggested that a final dividend of 20/- and a bonus of 4/- at exchange 3/5d be paid to shareholders, which will aggregate Tls. 10,000 per share for the year.

TROUBLESOME EUROPEAN LAD.

How He Spent Stolen Money.

A European boy, named John Adams, aged 13 years, was charged before Mr. C. D. Melbourne, at the Police Court this morning, with stealing from the ss. Yenhsing \$150 (gold) in bank notes, the property of the third officer.

The boy frankly admitted the charge.

Detective Sergeant Cook's gave the lad a very bad character. He said the lad had given a great deal of trouble to his parents for the past two years. This was the first time he had been charged, but his father had given him many a thrashing, once before the Provost Marshall. On that occasion, he turned round and said he would steal again. His father had no hold on him.

The O.S.P. had suggested that his Worship might make an order to put the boy into the detention barracks, and before being put there could be given the birch. Perhaps that would have a good effect. The boy stole the \$150 gold from the cabin and he went to a money changer at Wanchai and changed it into Hongkong money, getting \$244 for it. He went to Sincere's shop and bought a toy motor-car, paying \$15 for it. He also ordered a blue coat for \$9.50 and a blue suit of overalls for \$4, which he said he was going to put into the engine room with. The boy had \$182.10 in his possession when arrested, showing that he had spent about \$62.

His Worship intimated that he could not order the boy to the detention barracks, as he had no power in the Ward, and ordered him to go to the barracks.

The boy was then sent to the barracks, where he was given a good thrashing, while I understand he was also given a good scolding.

The boy was then sent to the barracks, where he was given a good scolding.

TO-DAY'S MISCELLANY.

The Baring family, from which the late Lord Cromer sprang, achieved a record by adding within less than sixty years no fewer than four titles to the roll of peers, says the *Manchester Guardian*. These were those of Ashburton, conferred in 1835 on Alexander Baring, second son of the first baronet; Northbrook, bestowed upon Thomas Baring in 1868; Revelstoke, a creation of 1883; and, finally, Cromer, the title taken in 1892 by Lord Revelstoke's younger brother. It was the first Lord Ashburton who really founded the family fortunes. He was the first Englishman to marry an American heiress, and her money went to augment the financial standing of his firm, so that Baring Brothers soon became of international importance and Alexander Baring was known as "Alexander the Great." One might read into the arms of the Barings some allusion to the financial genius of the family, for they include two bears as the "supporters," and "bears" are not unknown on the Stock Exchange, after all.

There was real humour in some of the quiet, grim things which the late Lord Cromer did. Once the Young Egypt party planned a demonstration in favour of France and against Lord Cromer. It was to take place at the opera as he entered, and as he heard of most things, so he heard of this in good time. He promptly invited the French agent to share his box at the opera, the invitation was accepted, and the hostile crowd was ludicrously nonplussed when the two arrived together.

The nationalisation of banks, as proposed by the Labour Conference, is a problem that has been troubling economists and financiers ever since the Middle Ages, remarks the *Chronicle*. There are State banks in Russia, Switzerland, and many of the countries of South America, but bankers of Western Europe have always fought shy of nationalisation. They

CIGARETTE AND TOBACCO FUND.

The Latest Subscription List.

The following is the subscription list to date:—	
Acknowledged to 15th February, 1917 ... \$18,770.20	
Since Received:—	
Kowloon Customs Staff, per Mr. C. D. Gender ...	20.00
Mr. F. G. Books, Whampoa, for February ...	20.00
special contribution M.S.S. (March sub.)	50.00
Per S. C. Morning Post, contributions from the Kowloon Bowling Green Club: 10% from Club's Derby Sweep P.J.F. ...	5.00
F.K. ...	10.00
Collected by Mrs. Arthur. List No. 4:—	5.00
The Oil Kings ...	28.00
Four of Clubs ...	25.00
C.E. ...	15.00
M.C.B.S. ...	13.00
G. T. E. T. J. F. B. S. N. H. C. S. I. B. C. C. G. A. P. R. H. G. C. M. F. C. H. F. C. P. D. S. F. C. J. W. E. C. at \$10.00	140.00
Wallaby II ...	6.00
J.R.G.G.A.B. A.M.W. L. N. M. N. S. M. J. V. R. C. B. B. H. H. W. and H. J. S. D. S. G. N. E. M. E. G. S. A. C. H. P. H. H. W. K. S. H. D. R. S. J. A. Y. A. G. G. A. S. A. E. G. J. G. A. & G. T. A. L. at \$5.00	120.00
A. D. ...	4.15
J. H. B. E. A. J. B. F. B. E. J. R. M. P. H. H. W. S. G. M. S. H. at \$3.00	27.00
J. H. B. K. M. C. at \$2.50	5.00
A. E. A. W. B. J. R. K. J. D. F. W. J. D. J. F. R. W. M. W. C. B. E. M. F. A. D. G. O. H. D. R. G. H. R. J. R. T. H. C. R. A. W. R. P. T. F. A. G. H. E. M. J. A. R. R. T. B. A. S. L. T. C. D. W. J. H. R. K. J. B. O. B. P. M. H. W. R. M. B. A. B. F. R. S. H. J. C. B. B. A. O. L. T. G. W. F. S. T. E. G. S. J. H. C. G. D. E. C. G. A. T. Filipinos at \$2.00	80.00
G. M. L. T. C. N. H. F. C. J. O. H. A. M. S. at \$1.00 ...	5.00
	\$19,392.45
Expended to 15th February ...	\$18,552.08
Since Expended:—	
15/3/17 200,000 cigarettes sent to the troops at the front. ...	683.06
Balance on hand	\$177.31

W. A. DOWLEY,
Hon. Secretary & Treasurer.
Hongkong, 15th March, 1917.

Acknowledgments.

From 2nd Lieut. A. W. Scott Thomson, O/O. "A" Company, 9th N. Staff. Regt.—In the Field Xmas Day, 1916.—I write to thank you in your capacity as Hon. Sec. of the Tobacco Fund, for the gift of cigarettes, which duly arrived, and have just been distributed. The men are extremely pleased as the cigarettes are their favourite brand—Woodbines—and each receives two packets; they were especially interested to learn that they were subscribed for so far afield. Will you, therefore, thank the subscribers on our behalf and accept our best wishes for you in the New Year?

From Capt. A. J. Hopkinson, O/O. O Company 10th D.C.L.I., January 16, 1917.—I wish to acknowledge the receipt of seven boxes of cigarettes from you for my Company and to thank you very much indeed for them. I was continually pestered by my servant to know when they were to be distributed and eventually

AMERICAN TRADE CONDITIONS.

Some Interesting Reports.

We have received from the manager of the local branch of the North-West Trading Company of Seattle, a digest of trade conditions in America, issued under date of last month by the First National Bank of Seattle. We take therefrom the following extracts:—

Although business totals for December show a continuation of the advance made throughout 1916, it is believed that the opening month of the New Year has witnessed some slight recessions. These are largely seasonal, however, and perhaps have not been as marked as is usually the case. In some leading industries few new contracts are being made; but present bookings extend many months ahead and indicate unusual activity over the major portion of this year.

Estimates of the production of rubber during 1916, based on the total exports from the rubber producing nations, indicate an output of 198 thousand tons, compared with 164 thousand tons in 1915 and 121 thousand tons in 1914. Stocks of rubber on December 31 are estimated at 10,194 tons, compared with 7,434 tons the year before and 7,849 tons two years ago. Our imports of rubber in the first ten months of 1916 were valued at 140 million dollars, compared with 98 million dollars in the first ten months of 1915 and 63 million dollars in the corresponding period of 1914.

Domestic consumption of cotton in December totalled 537 thousand bales, compared with 555 thousand and 518 thousand bales in December of the previous year. Stocks of cotton in consuming establishments on December 31 were 2,363 thousand bales, compared with 1,853 thousand bales on December 31, 1915, and stocks in public storage and at compressors were 4,065 thousand bales, compared with 5,198 thousand bales a year ago. There were 32,864 thousand cotton spindles active during December, 1915. Cotton ginned to January 1 from the 1916 crop totalled 11,046 thousand bales, compared with 10,837 thousand bales, compared with the same date a year ago and 14,443 thousand bales two years ago.

The 1916 output of Portland cement is estimated at 91 million barrels, compared with 88 million barrels in 1915, and shipments totalled nearly 95 million barrels, compared with 87 million barrels the previous year. There was a reduction in cement stocks during the year and they are now reported as being 8,467 thousand barrels, compared with 11,781 thousand barrels for 1915.

There were 1,163 merchant vessels built in the United States last year, with a gross tonnage of 521 thousand tons, compared with 1,216 vessels of 218 thousand gross tons built during 1915. Steel vessels made up 414 thousand gross tons of the 1916 output.

COMPANY REPORT.

The Green Island Cement Co., Ltd.

The report of the above company for presentation to the shareholders at the twenty-eighth ordinary general meeting, to be held at the office of the Company, St. George's Building, Hongkong, on Tuesday, March 27, at 11.30 a.m., states:—

The Board of Directors have now to lay before the shareholders a statement of accounts, and balance sheet for the year ending 31st December, 1916. The Gross Profit for the year is ... \$610,150.00 The amount brought forward from the previous year ... 109,213.00

Total \$719,364.00

After allowing for Directors' and Auditors' fees \$5,800.00 Writing off for depreciation on the Company's Buildings, Machinery, Steamers, Launches, Lighters, &c., as per Articles of Association 85,750.08 ... 91,350.08

The balance to be dealt with is ... \$628,014.78 which it is recommended should be applied as follows:—

To write off Deep Water Bay Buildings & Machinery, an additional ... \$20,000.00

To write off Steamer, Launches and Lighters, an additional ... 10,000.00

To pay a dividend of 80 cents per share 320,000.00

To pay a bonus to Staff ... 13,686.29

To place to Reserve Fund ... 150,000.00 and carry forward to the credit of next year's account ... 114,323.49

\$628,014.78

Directors.—Since the last annual meeting, Messrs. Bonnar, Craddock and Landale resigned, and the Very Revd. Father Robert, Mr. A. O. Lang and the Hon. Mr. O. E. Anton were invited to fill the vacancies. In accordance with section 12 (14) of the Articles of Association, the Hon. Sir Paul Chater, C.M.G. Dr. J. W. Noble, Hon. Mr. C. E. Anton, Very Revd. Father Robert and Mr. A. O. Lang retire, and, being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. F. Maidland and A. B. Lowe, who are eligible for re-appointment.

WEAR WHAT YOU CAN."

Tribunal Refuses to Encourage New Fashions.

"We are very much opposed to encouraging this sort of trade just now," said Mr. Forbes Lankester, K.C., at the Metropolitan Asylums Board section of the Appeal Tribunal when H. Reece, aged 29, B. 1, an expert designer of ladies' costumes, asked for further exemption.

Mr. R. C. Hawkin stated that it was Reece's duty to go to Paris, and tell the leading firms in London what the ladies should wear.

Mr. Lankester:—They must wear what they can now. You cannot put that forward as of national importance.

Mr. Hawkin:—I am not putting it so high as that. Every year, he added, Mr. Reece went to Paris in March.

Mr. Lankester:—I cannot listen to the importance of going to Paris in March this year when Europe is in the midst of this terrible convulsion.

Mr. Hawkin asked for an extension to enable the appellant to take a man with him to Paris, so that the designs for the year might be made.

Mr. Lankester:—We feel very strongly that this business is not of the slightest importance. It is desirable that there should be no change in ladies' dress at all for two or three years. Designers are really not wanted.

An extension till February 15 was granted.

DAIRY FARM NEWS.

CORNED BEEF

AND

CORNED PORK.

PUT UP IN KEGS

and BARRELS

FOR

EXPORT OR STEAMERS' USE.

"ARROW" SHIRTS.
FOR EVENING DRESS WEAR.

TIES
VESTS
COLLARS
SOCKS

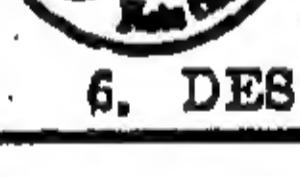
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SMART STYLES IN PERFECT FITTING
COLLARS.

STOCKED IN 1 1/4", 1 1/2", 1 3/4", 2", 2 1/4" DEEP
AND IN QUARTER SIZES.
VERY NEAT IN APPEARANCE AND FINISH.
DRESS COLLARS
IN THE MOST FASHIONABLE SHAPES.
SOFT COLLARS
(WITH OR WITHOUT PIN HOLES).
IN LINEN, FINE REPP, AND MERCERISED CLOTHS.

COLUMBIA
GRAFONOLAS
AND RECORDS

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.
CLASSICAL,
OPERATIC,
SONG and DANCE.
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THE TOP NOTCH SCOTCH.

"King George IV"
Scotch Whisky.

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HER EYES AND COM-FLEXION

should add to every woman's charm. Pinkettes clear the skin of pimples and blotches, dispel Constipation, Biliousness, Sick Headaches, ill-smelling breath. Give the bright eye of health.

PINKETTES

As gentle as nature. Of chemists, or post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96, Szechuan Road, Shanghai.

DO YOU SUFFER WITH RHEUMATISM?

Has this terrible, nerve racking, painful ailment fastened itself upon you? Don't lose hope. Here's a cure for you.

LITTLE'S ORIENTAL BALSAM has cured thousands of incurable chronic cases of Rheumatism—among them hundreds of cases that were pronounced hopeless by doctors. Through this wonderful remedy sufferers have abandoned their crutches, and are to-day cured after years of intense suffering.

Here's a case in point. Mr. W. Elgar, of Almondbury, Peterborough, among others, a chemist, ... I always had the best medical treatment, but was never able to obtain immediate or permanent relief until I tried LITTLE'S ORIENTAL BALSAM. The result was simply marvellous. It eased the pain almost immediately and has done for me what all other remedies failed to do."

Sold at Rs. 1 per btl. 60. Of all Chemists and Medicine Vendors.

Agents for Hongkong.

Moore, S. & Wayland & Co., Ltd.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

For	Steamers.	To Sail On	Remarks
LONDON & Bombay	Connecting at Colombo with Australian Mail Steamer.		
Penang, Colombo, Port Said and Marseilles			
SHANGHAI, Moji and Kobe	Direct Service.		
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LONDON via Singapore, Penang, Colombo, Bombay, Port Said and Marseilles	Direct Service.		

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For PASSAGE RATES, HAND-BOOKS, FREIGHTS, Dates of Sailing etc. apply to

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Hongkong, Jan. 2, 1917.



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TO

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Stearns proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.,
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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madras...	Shidzuoka Maru Capt. Nomura	WED., 28th T. 12,500 (Mar. at noon.
VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Shidzuoka Maru Capt. Nomura	TUES., 1st T. 12,500 (May, at noon.
OCUTTA via S'pore, Pang & Rangoon, Malacca & C'bo...	Capt. Hayashi	
MOJI and Kobe ...		
SHANGHAI, Kobe and Yokohama ...	Mirano Maru Capt. H. Fraser	FRI., 23rd T. 16,000 (Mar. at 11 a.m.
NAGASAKI, Kobe and Yokohama ...	Nikkō Maru Capt. Takeda	FRI., 16th T. 9,600 (Mar. at 10 a.m.

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Steamer.	Displacement	Leave Hongkong
Nippon Maru	11,000 - 15 knots	26th Mar.
Shinjo Maru	22,000 - 21 knots	2nd Apr.
Persia Maru	9,000 - 14 knots	16th Apr.
Korea Maru	18,000 - 18 knots	28th Apr.
Siberia Maru	18,000 - 18 knots	12th May.
Tenyo Maru	22,000 - 21 knots	23rd May.

1st class to London G\$348. (£71.10.0), return G\$630. (£132).
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"Cargo only. Proceeding to South America.

"For this voyage the Persia Maru will call at Honolulu.

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Steamer Tons & Speed Leave Hongkong

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Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Bintang 23rd Mar. S.S. Arakan 14th May.

Tjikembang 13th Apr.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

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APRIL 15, JUNE 23, 1917.

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SHIPPING

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SWATOW/BANGKOK Changchow 17th Mar. at 9 a.m.

SHANGHAI Anhui 18th Mar. at d'light.

SWATOW/SINGAPORE Liangchow 18th Mar. at 9 a.m.

SHANGHAI Sunning 20th Mar. at 4 p.m.

MANILA, CEBU & ILOILO Team 21st Mar. at noon.

TIENTSIN Kueichow 22nd Mar. at 4 p.m.

SHANGHAI Shantung 22nd Mar. at 4 p.m.

SHANGHAI Yingchow 25th Mar. at d'light.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

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Hongkong Mar. 15, 1917.

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Regular Fertnightly Service between

CHINA AND JAPAN.

Steamer	From	Expected on or about</

SHIPPING.

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This vessel plies regularly between HONGKONG & BELEAWAN ELL (Sumatra) via Swatow.

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HONGKONG, 30th Dec., 1916.

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The most comfortable route to America and Europe.

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S.S. "ECUADOR" March 28, June 18.

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These steamers are the most modern equipment including ALL POWER, BERTHES and Large Comfortable Cabins (all single and two berths only).

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Fare by Night liner \$ 6.00
Fare by Night (table also for return by day steamer) 11.00
Fare by Day Star 5.00
Fare by Day Star 9.00

ONGKONG TO CANTON | CANTON TO HONGKONG.

FRI 16th MARCH, 1917.

0.00 p.m. Honam. | 5.00 p.m. Heungshan.

SATUR, 17th MARCH, 1917.

8.00 a.m. Heungsl. | 8.00 a.m. Kinshan.

0.00 p.m. Kinshan. | 5.00 p.m. Honam.

HONGKONG-MACAO LINE.

S. Taishan Tons 2,600 | S.S. Sui Tai Tons 1,651.
HONGKONG TO MACAO.

Week days at 8 a.m. 4 p.m. from the Company's Wing Lok Street Wharf. Sundays, 1 p.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO-HONGKONG.
5 days at 7.30 a.m. and Sundays at 7.30 a.m. and 3 p.m.

EXCURSIONS TO MACAO.

SUNDAY MARCH, 1917.

The Company's Steamers

"AN"

Will depart from the Company's Wing Lok Street Wharf at 11 a.m. and return from Macao at 1 p.m.

N.B.—The Company will run a steamer from Macao on Sunday at 7.30 a.m. and Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

FAIR & FAIR.

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SERVICED.

INT SERVICE OF THE HONGKONG, CANTON AND MACAO SAMBOAT CO. LTD. THE CHINA NAVIGATION CO. LTD. AND THE INDO-CHINA NAVIGATION CO. LTD.

CANTON-WW LINE.

S.S. SAINAM 588 Tons, WANNING 589 Tons.

One of the above Steamers sail for Wuchow every Monday, Wednesday, and Friday at 8 a.m., and the other leaves Wuchow for Canton on Mondays at 8.30 a.m. Bound trips take about 5 days. Passengers sail to Hongkong or vice versa by the Company's direct LIN TAN and SANUI. These vessels have superior Cabins, and are lighted throughout by electricity. Electric Cabin.

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THEATRE ROYAL.

On SATURDAY, March 17th, at 4.30 p.m. SHARP.

THE MEMBERS of the
New Bandman Opera Company

WILL PRESENT A

POT POURRI ENTERTAINMENT

IN AID OF A FUND

to provide entertainment during the coming months
for Men of His Majesty's Services
in the Colony.

THE ENTIRE CROSS PROCEEDS

will be given to this Fund.

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Prices: \$3. \$2. \$1.

BOOK EARLY AND HELP THIS DESERVING FUND.

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Destination.	Vessel's Name.	For Freight Apply To	To be Despatched
NEW YORK, SAN FRANCISCO AND CANADA.			
Bintangor	J.C.J. L.	3, Mar	
San Francisco via Japan	Nippon M.	16, Mar	
San Francisco via Japan	Ecuador	P. M. S. S.	25, Mar
Victoria, B.C., & Japan	Shidzuoka M.	N. Y. K.	28, Mar
San Francisco via Japan	Shimoda M.	J.C.J. L.	2, Apr
San Francisco via Japan	Tjikembang	C. M. S. S.	13, Apr
San Francisco via Japan	China	K. K.	16, Apr
San Francisco via Japan	Persia M.	K. K.	19, Apr
San Francisco via Japan	Korea M.	T. K. K.	22, Apr
Victoria, B.C., & Japan	Aws M.	N. Y. K.	1, May
San Francisco via Japan	Sibea M.	T. K. K.	12, May
San Francisco via Japan	Yakata	J.C.J. L.	14, May
San Francisco via Japan	Venezuela	P. M. S. S.	21, May
San Francisco via Japan	Tokyo M.	T. K. K.	23, May

JAPAN AND COAST PORTS

Manila	Yuenlong	J. M. Co.	17, Mar
Swatow/Bangkok	Changchow	B. & S.	17, Mar
Shanghai	Anhui	B. & S.	18, Mar
Swatow/Singapore	Lianchow	B. & S.	18, Mar
Haiphong	Takesang	J. M. Co.	2, Mar
Shanghai	Suning	B. & S.	20, Mar
Shanghai	Wingsang	J. M. Co.	20, Mar
Kobe and Moji	Yumsang	J. M. Co.	20, Mar
Manila, Cebu and Illoilo	Tsin	B. & S.	21, Mar
Tientin	Kueichow	B. & S.	22, Mar
Shanghai	Shantung	B. & S.	22, Mar
Shanghai, Kobe and Yokohama	Hirano M.	N. Y. K.	23, Mar
Swatow, Amoy and Foochow	Haihong	D. L. Co.	23, Mar
Manila	Loonggang	J. M. Co.	24, Mar
Shanghai	Titaroem	J. C. J. L.	24, Mar
Shanghai	Yingchow	B. & S.	25, Mar
Shanghai, N. gasaki, Moji, Kobe & Yokohama	Penang M.	N. Y. K.	25, Mar
Kobe	Tjiluwong	J. C. J. L.	28, Mar

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(STOOMVAART MAATSCHAPPI "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE.

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Next sailings for SAN FRANCISCO via Nagasaki, Yokohama and Honolulu:

Steamers to sail.

"REMBRANDT" 23rd March.

"GOENTOR" 6th April.

These superior passenger steamers have accommodation for first and second class saloon passengers.

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Modern up-to-date plant operated by our own specially trained

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

(Continued from Page 1.)

A WEEK'S SUBMARINISM.

London, March 14.
The Admiralty reports that the arrivals for the week numbered 1,953 and the sailings 1,859. The sinkings were 1,000 tons and upward, 13. Under 1,000 tons, four. Unsuccessfully attacked, 16. Fishing vessels sunk, three. A merchant, under 1,000 tons, reported last week as sunk, has since been towed in.

Paris, March 15.
It is officially stated that the arrivals at French ports for the week ending March 11 numbered 707, exclusive of coasters and fishing vessels. The sinkings numbered two.

THE CHINO-GERMAN BREAK.

The Unlucky Thirteen.

London, March 14.
There are thirteen German ships, totalling 33,000 tons, in Chinese ports.

Germany's Flattering Reply.

Peking, March 14.
Germany's reply to the Chinese anti-submarinism protest was delivered just prior to the rupture of relations. It was couched in flattering terms and expressed surprise at China's attitude, because she has no shipping interests in the submarine zone.

Germany said she would treat the threat of a rupture as if it had not been made.

VOLUNTEER ORDERS.

CORRESPONDENCE.

Corps Orders issued to-day by Lieut.-Colonel A. Chapman, V.D., state:—

Appointment:

No. 1611 Pte. John Eric Weston Beard, Left-Sergeant M. G. Co., to be Temporary 2nd Lieutenant in, and to command from this date, the Cadet Company of the Hongkong Volunteer Corps during the absence on leave, for the duration of the war, of Lieutenant C. Smith.

Joined.

The unmentioned having joined the Corps, are allotted Corps numbers and posted as follows:—No. 2077 Pte. W. W. MacKenzie to Scouts Company, No. 2078 Gr. J.E.W. White to Artillery Battery, No. 2079 Bugler A. H. West to Engineers Company.

Leave.

(a) The unmentioned are granted leave for the duration of the war with effect from the date mentioned:—Lieutenant C. Smith, from 23.3.17; No. 1745 Corporal A. Young, from 16.3.17; No. 1674 Lce.Cpl. B. B. Harle, from 17.3.17; No. 1418 Bomber, M. L. Bellton, from 31.3.17; No. 1501 Gr. A. F. Chapman, from 31.3.17; No. 1988 Pte. A. H. Bremer, from 1.5.17; No. 1023 Spr. C. H. Summers, from 23.3.17; No. 1252 Gr. W. R. Farmer, from 26.3.17; No. 1950 Gr. D. J. Purves, from 31.3.17; No. 1443 Pte. W. H. G. Robson, from 15.3.17; No. 1812 Pte. P. J. Easton, from 23.3.17; No. 1933 Pte. G. T. May, from 15.3.17; No. 1983 Pte. N. J. Henderson, from 19.3.17.

(b) No. 1082 Spr. E. I. Grant Smith is granted 3 weeks' leave from 8.3.17.

No. 1728 Lce.Cpl. F. A. Perry is granted 1 month's leave from 14.3.17.

No. 1760 Spr. L. S. Straube is granted 2 months' leave from 15.3.17.

Promotions.

No. 1,325 Lce.Cpl. W. Tai is to be Corporal.

No. 1,432 Pte. F. Cullen is to be Lce.Corporal.

Transferred.

Pte. H. J. Sleath is transferred from H.K.V.R. to H.K.V.C., allotted Corps No. 2,083 and posted to Belchers 6" Section from this date.

No. 1,864 Pte. K. Brayshay, from Scouts Company to Belchers 6" Section dated 16.3.17.

No. 1,853 Pte. T. E. Chassell, from Scouts Company to Belchers 6" Section dated 16.3.17.

No. 1,911 Pte. W. P. C. Trafford, from Scouts Company to Belchers 6" Section dated 16.3.17.

No. 1,020 Pte. J. D. Wright, from Scouts Company to Belchers 6" Section dated 16.3.17.

No. 1,966 Pte. F. M. H. Holmes, from Scouts Company to Belchers 6" Section dated 16.3.17.

Attached.

No. 1,652 Pte. W. J. Morrison and No. 1,659 Pte. J. A. Kidgway are attached to the Mounted Section H.K.V.C. dated 16.3.17.

Engineer Company.

Detail of Engineer Company from 17th to 24th instant, Lieut. Danby.

Orderly Officer.

Orderly Officer from 18th to 24th instant, Lieut. Danby.

STOP PRESS TELEGRAMS.

[Reuter's Service to The "Telegraph."]

BRITAIN'S WAR BILL.

Another Huge Vote of Credit.

London, March 15.

In the House of Commons, Mr. Bonar Law, introducing a supplementary vote of credit for sixty-four millions sterling in respect of the financial year ending March 31, said this included the payment of eighteen millions to the Australian Government for wheat, which the Treasury had expected to make in the next financial year; also twenty-three millions for advances to the Allies and Dominions. This did not mean that such advances were going to be bigger than was anticipated. They were simply paying money now instead of in the next financial year. Munitions and the Shipping Controller's acquisition of additional ships accounted for the balance of twenty-three millions.

Mr. Bonar Law, speaking with regard to munitions, pointed out the necessity of payment now, and said there was a satisfactory indication that deliveries were being made more rapidly than those of the past, upon which the Treasury based its estimates for time of payment. It was not desirable to indicate the respective amounts allotted to munitions and shipping, but the arrangements regarding ships had also been concluded earlier than anticipated. The total vote of credit for the financial year were £2,010,000,000 (?) and the total since the war, not including the vote already made in respect of next year, was £3,792,000,000.

THE SHARE MARKET QUOTATIONS.

Up to the Minute.

Banks.	ss. \$	680.00.
Unions.	ss. \$	890.00.
Donglasses.	b. \$	107.00.
Indos (Def.)	b. \$	128.00.
China Sugars.	b. \$	124.00.
Longkates.	b. T	18.75.
K'loon Docks.	b. \$	126.00.
Shai Docks.	b. T	87.00.
Euws.	b. T	150.00.
Kung Yiks.	b. T	13.50.
Shai Cottons.	b. T	120.00.
Yangtsepos.	b. T	5.00.
Cements.	ss. \$	8.85.
H.K. Tramways.	b. \$	7.20.

WEST RIVER PIRACY.

European Skipper Badly Wounded.

In spite of the added precautions which have been taken recently against the risk of pirates getting to work on the West River, another instance of their activities has just been reported to the Police here.

Captain Jones, master of the small river steamer Koo-how, has reported that about 9.12 p.m. on the 14th inst., whilst he was making a voyage from Wuchow to Hongkong, and whilst between Tuk Hing and Shiu Hing, five passengers, who had come on board at Tuk Hing, suddenly produced revolvers and took possession of the ship, he being overpowered. In offering resistance to the men, he was wounded by revolver shots in the left shoulder and also on the right side of the head. The men searched the vessel and stole \$8,000 from a Chinese official and \$1,200 from the compradores. The man later left the ship in the ship's boat and landed at a place called Ko To She, about 30 miles from Shiu Hing.

Upon the arrival of the boat in Hongkong, the Captain was taken to hospital to have his wounds attended to.

Captain Jones, who was a master mariner at home, came out under contract to Messrs. Douglas Lapraik and Co., and was for a long time Captain of one of their boats. He then went as Chief Officer on the s.s. Honam, of the H. K. C. and M. Steamboat Company, and he only left this boat last week to take over command of the Koo-how.

VOLUNTEER RESERVE ORDERS.

Order No. 17, issued to-day, Maj'r Wakeman, Commanding H.K.V.R., states:—

Parades.

Sunday, 18th instant for Field Practices.—"A" Company Platoons 1 and 2 on the Cricket Ground at 8.15 a.m. Platoons 3 and 4 on the Cricket Ground at 9.45 a.m. Kowloon Residents at Kowloon City Pier at 9.45 a.m. and 10.15 a.m. respectively.

Queen's College Division.—Tuesday, 20th inst., 4.15 p.m.—Company and Stretcher Drill.

Friday, 23rd inst., 4.15 p.m.—Company and Stretcher Drill.

Victoria Division.—Monday, 19th inst., 5.15 p.m.—Stretcher Drill.

Friday, 23rd inst., 5.15 p.m.—Company Drill.

Indian Enlistment.

A message has been received at divisional headquarters, Maymyo, from army headquarters, India, and circulated to all volunteer corps in Burma that no more men are to be enlisted. The order, it is understood, refers to the whole of India.

LAURENTIC'S LAST MINUTES.

"Best Traditions of Navy Upheld by All."

An affecting and heroic story of the disaster which overtook H.M. auxiliary cruiser Laurentic off the Irish coast was told at the coroner's inquest on 74 of the dead.

Captain Reginald Arthur Norton, R.N., the principal witness, said his ship carried a complement of 470. At 5.55 p.m. the witness was on the ship's bridge. There was a violent explosion abreast of the forecastle on the port side outside the ship, followed 20sec. later by a similar explosion abreast of the engine-room on the port side.

He saw nothing in the water. The ship was steaming full speed ahead and no lights were showing. I put the telegraph "Full speed astern," fired a rocket, gave the order to turn out the boats, and tried to send a wireless call for help, but found it could not be done owing to the second explosion, which occurred in the engine-room, having stopped the dynamo and left the ship in darkness.

The Coroner: How many survivors have you?

Witness: One hundred and twenty, to the best of my knowledge. All the men got away safely in the boats.

In answer to other questions by the coroner, witness said the best of order prevailed after the explosion. Officers and men lived up to the best traditions of the Navy. About 45 minutes after the explosion, witness continued, before leaving the ship, he went round the vessel below in company with Mr. Porter, the chief steward, who had an electric torch, and satisfied himself there were no more men on the ship.

The Coroner: Where there any people killed on board?

Witness: It is possible that someone was killed in the engine room, but I have not been able to ascertain owing to there being no survivors from the men on watch. I know that all the men got up from the stokehold. The men died from exposure owing to the coldness of the night.

He paid a tribute to the kindness shown to the survivors by the masters of the several trawlers which went to their rescue, and mentioned that his own boat, which was then almost full of water, was picked up by a trawler at 1 o'clock the following morning. All the men in the boat survived.

Another boat, said witness, contained five survivors, although this had been exposed to the bitterly cold weather for about 23 hours.

The Coroner asked if any person was asleep on the ship at the

time of the disaster? The captain said he thought so. There was one officer on the sick list, but he was got away. There was plenty of time, though some of the men did not wait to put on proper attire. Forty-five minutes elapsed from the time of the explosion until witness left the ship, "and naturally," he added, "I was the last to leave."

Medical evidence showed that death in every case was due to shock following exposure.

The chief naval officer of the district said he believed there would have been more survivors had it not been for the cold night, and instances the case of one boat picked up the afternoon following the disaster containing 17 frozen bodies. Another boat contained five survivors out of twenty, the remainder being frozen.

The jury returned a verdict that deceased came to their death on the high seas on the night of January 28 or the morning of the 29th, and that the cause of death was shock and exposure. The coroner asked the senior naval officer to convey to the Admiralty their sincere sorrow at the loss of such gallant lives in the service of their King and country; and also an expression of the jury's admiration of the gallant conduct of the captain and other officers.

The foreman of the jury said the captain had acted heroically, and had done everything possible for his men.

TO-DAY'S NEW ADVERTISEMENT.

J. T. SHAW
TEL. 692.

HONGKONG HOTEL BUILDING.

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OF
BOOTS & SHOES.

For one week

ONLY.

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COMMENCING MONDAY THE 19th.

OVER

250 PAIRS TO CLEAR

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A PAIR

THIS OFFER CANNOT BE EXPIRED.

GENERAL SHIPPING NEWS.

Shipbuilding in Sweden.

Among the many important industrial changes brought about by the war none is perhaps more noticeable than the shipbuilding development which has taken place in neutral countries. This has been brought about by the fact that the leading belligerent countries—England, France, and Germany—which heretofore supplied the bulk of the world's commercial tonnage, have necessarily been compelled to confine their activities to satisfying the needs of their respective Navies. Meanwhile, the demand for mercantile tonnage has been steadily increasing, partly owing to the withdrawal of ships from the market for use as transports, and partly also to the destructive action of the German submarines. Thus those maritime countries which had in the past very largely depended upon England and Germany for the satisfaction of their tonnage requirements, and had been in the habit either of purchasing our second-hand vessels or ordering new ships from us, have been thrown back upon their own resources. That they have made the best possible use of the favourable opportunities cannot be denied. The high prices now obtainable have made it possible for countries whose shipbuilding industry was languishing to enter again upon profitable production, and they have flourished exceedingly because outside competition has been temporarily in abeyance. It will remain for the future to show whether they can still hold their newly-created position when normal conditions return. But that time is still apparently a long way off, and in the meanwhile it may be said that the countries in question are doing their best, to borrow the language of the official communiques, to "consolidate their gains." At the same time, business men who are accustomed to take far-sighted views are by no means satisfied that the prospects for the future are so bright as the existing prosperity would seem to indicate, nor are they fully convinced that the industrial expansion of to-day is based upon a sound economic foundation. In this connection the case of Sweden is interesting and worthy of examination. The past year was a record one for the Swedish shipbuilding industry. For the first time for a long series of years Sweden produced more mercantile tonnage than she imported from abroad. All the shipbuilding yards and engineering works in the country were working at high pressure, and even then were unable to cope with the mass of orders that poured in upon them. In addition to this, enterprising capitalists were not slow to recognise the golden opportunities which were offered, and readily gave their support to the shipbuilding industry. One after another new shipbuilding yards made their appearance along the long Swedish coast, while important extensions of existing concerns were begun or are now in contemplation. As a case in point, it may be mentioned that a vast programme of extension is now being carried out at the Oresund Yard at Landskrona, from which it would appear that the future of Sweden's shipbuilding industry is regarded with a certain amount of confidence. A Swedish contributor to the Norwegian *Mercantile and Shipping Gazette* mentions a scheme which has its origin in Stockholm financial circles, and which is on an even grander scale than the Oresund programme. According to this contributor the municipal authorities at Halmstad had been approached with an inquiry as to the terms upon which they would be willing to cede large pieces of land covering about 34 acres close to the port. The purchasers, it is stated, propose to build a large modern shipbuilding yard, with five building slips and a dry dock, and they hope that the works will eventually give employment to 5,000 men. The authorities are said to be in doubt as to the advisability of relinquishing such a large amount of territory, but the promoters of the scheme declare that they cannot be satisfied with less. Meanwhile, as the *Christiania* journal's correspondent observes,

it is beginning to be asked whether this establishment of new shipbuilding yards is not in danger of going too far. It is hardly to be supposed that the demand for new tonnage will remain in the future as large as it is at present. And while it is possible for these establishments to procure a large amount of work now, will they always be in a position to ensure full employment for the men whom they attract to the industry from other branches of labour? Sweden, it is pointed out, has only a limited number of men who are experienced in shipbuilding. Already that number is strained to the uttermost, and in some yards, and in engineering works as well, it has been found necessary to take on many unskilled workers. These untrained men have to be distributed carefully amongst their more skillful colleagues and make up for their lack of experience by copying the example that is set them. At the same time the development of Sweden's export industries is attracting increasing numbers of men, and the time seems to be rapidly approaching when there will be a real shortage of labour. For this reason alone, to say nothing of the position which will arise when the country will again have to face the free competition of the world, the present expansion of the shipbuilding industry is giving serious cause for anxiety. It is not much good laying down expensive plant if a sufficiency of labour is not available for working it.

Standardisation Considered Practically.

A correspondent of the *Journal of Commerce* writes:—There is nothing new in the word "standard," and a shipowner naturally builds ships to suit his own requirements, and evolves his own general types. In this sense standard ships have been built for years. While these vessels have the same general characteristics, it by no means follows that they are exact replicas of one another. As experience is gained with the first vessel or batch of vessels built on a new design, alterations are made in the succeeding vessels, in order to make them even more suitable for their work than their predecessors. No shipowner, after having discovered improvements that might be made in a ship would think of not embodying them in a new vessel, in spite of the fact that it may alter the type in some respects, although at the same time the general characteristics would be maintained. The necessity for alteration is well shown in vessels of war. The Admiralty are constantly gaining experience with their vessels, more particularly during the present war, and although many ships have been designed and built since the war started, the later ships of A class have been in many instances very dissimilar from their forerunners. As experience is gained with the early ships so modifications are made to the hull and machinery. While in certain instances, say for certain parts of the structure it would be slightly advantageous, from the builders' standpoint, to repeat what was done in the earlier ships, so little is thought of this that large alterations are made in ships under construction, although the arrangements already worked in have been adopted previously. What holds good for the Admiralty methods to such a great extent also holds to a lesser extent where merchant vessels are concerned. If the principal of standardisation is laid down to be followed without deviation of any kind, then the ships must suffer in consequence, and if it is continued long enough absolute standardisation becomes a brake on the progress of naval architecture. It does not appear to be fully appreciated by those who clamour for the standardisation of merchant ships that the methods of different builders vary considerably, and that one standard of construction cannot be devised which can be used with equal facility by all builders. Apart from this, the requirements of various owners will never be

alike, and while some of these requirements may not be absolutely essential, and could perhaps be sacrificed without much loss, there are many others which have been found by experience to be very beneficial. Give the shipbuilders sufficient material, and the ships that they now have on the stocks, whether of the new standard type or vessels to which Class A certificates have been granted, will rapidly be pushed into the water and completed. At the present time a sufficient supply of steel is of far more importance than any questionable saving of labour brought about by standardisation.

The Scheidt Question.

The German prize ship Ursula Fischer, which had attempted to pass along the Scheidt from overcrowded Zeebrugge to Antwerp and was stopped by a Dutch naval vessel, has had to return to Zeebrugge. The Netherlands Government evidently stands firm in its refusal to open the river to prize of war just as it would oppose by force any attempt of warships to use the Dutch part of the river.

Case Dismissed.

The senior Singapore magistrate heard a summons case the other day in which Captain W. T. Gardner, master of the steamer Katong, was summoned at the instance of Mr. Valpy, that on February 26 he did abet the commission of the offence of departing from the Colony of an Indian immigrant to Siam named Bendasah, on offence punishable under section 109 of the Penal Code. Mr. C. Everett represented the captain and it was admitted that the man Bendasah was found hiding in the coal bunkers. Finally the magistrate held that the captain had not omitted to do his duty as regards the examining of immigrants' passes and the summons was dismissed.

China Coast Gazette.

Mr. E. Fox has been appointed supernumerary, Wingaang. Mr. C. Alexandra, from reserve, has gone chief officer, Wingaang. Mr. M. McCarthy, chief officer, Wingaang, has resigned. Mr. J. H. Bannister, second officer, Chongshing, is on reserve. Mr. W. Jones has been appointed second officer, Chongshing. Mr. E. Tappell, chief officer, Hinsang, has gone chief officer, Wasing. Mr. H. Curtis, second officer, Yansung, is on reserve. Mr. C. E. L. Gamley, chief officer, Waishing, is on reserve. Mr. G. Wilson, second officer, Chiuyen, has gone second officer, Tangwash. Mr. E. H. Kirwan, second officer, Haikong, has gone second officer, Taihun. Mr. C. A. Nielsen has been appointed third officer, Kiangtien. Mr. E. B. Green, chief officer, Chiuyen, has resigned. Mr. W. J. Colicke, chief officer, Irene, has gone chief officer, Irene. Mr. E. Evans, from leave, has gone second officer, Haikong. Captain P. Bennett, from leave, has gone master, Tengchow. Captain A. S. Harris, of the Tengchow, has gone master, Fengtien. Captain W. McIntosh, of the Fengtien, has gone master, Shengking. Captain R. A. Watt, of the Shengking, is on special service. Captain J. B. Evans, of the Kaifeng, has gone master, Yunnan. Captain W. J. French, of the Yunnan, has gone master, Kaifeng. Captain Mr. D. Thebaud, chief officer, Castlefield, has resigned. Captain J. Jenkins of the Derwent, has resigned. Mr. A. G. Harris, from reserve, has gone second officer, Kinsale. Mr. J. H. Van Berg, chief officer, Lismore, has resigned. Captain J. E. White, second officer, Lismore, has resigned. Captain J. Jenkins has been appointed master, Johangir. Mr. E. B. Green has been appointed chief officer, Johangir. —Shipping and Engineering.

The Japanese Shipping Market. Towards the end of last year coasting freights advanced in an unusual manner, the real rate between Moji and Yokohama rising to the unprecedented figure of Yen 80. Subsequently the market gradually declined, and up to ten days ago stood in the neighbourhood of Yen 50. The market, however, has now again taken an upward turn, and present market quotations are Yen 80 while shipowners demand Yen 65. It is, therefore, expected that before long the market will become as strong as at the year-end. Transactions for the transfer of ownership of vessels have lately become pretty brisk after a period of quiescence following Germany's peace proposals. The latest steamer to change hands is the Ujina Maru, 6,800 tons dead-weight, owned by the Hiromi Shoji Kabushiki Kaisha, of Osaka, which has been sold to the Mori Shoten, also of Osaka, for Yen 300,000. She is to be delivered on April 1. Shipowners in this country are prone to cancel a contract for selling a vessel when its value in the market rises higher than the contract price. There have lately been one or two exceptions to this general propensity however. The "Mainichi" states that some time ago Mr. Kastura Rokusaburo, of Osaka, contracted to sell his Joho Maru, 2,100 tons, to Mr. Kuriyoshi Gore, a fellow-merchant, for Yen 350,000. The value of the vessel subsequently rose to Yen 600,000, for which price there were a number of merchants who would buy her. Such being the case, the buyer expected that his contract would be cancelled, but to his pleasant surprise, the shipowner duly fulfilled the contract, delivering the steamer to the purchaser on the 20th instant for Yen 350,000 as agreed upon. Our Osaka contemporary remarks that it is a matter for regret that what ought to be a matter of course has to be specially commended as a praiseworthy act.—*Japan Chronicle*.

Awards to Brave Shipmasters. Amongst the recent awards for gallantry at sea the announcement that the Board of Trade have received through the Norwegian Consul General a silver cup to be presented to Mr. Harry Scott, master of the steamship Oladen, of London, has given great gratification to the council and members of the Mercantile Marine Service Association, of which body Captain Scott is a member. The captain, officers, and crew of the steamer Oladen were instrumental in rescuing the shipwrecked crew of the Norwegian brig Lillesand, of Christianssand, rendering heroic services under circumstances of great difficulty, and in spite of the inclemency of winter weather, the Lillesand being abandoned in the North Atlantic Ocean on January 6, 1916. Captain Scott, who belongs to Bristol, joined the Mercantile Marine Service Association in 1907 and has flown its flag for many years, being a well-known and highly valued member. The council of the association have conveyed to Captain Scott, their congratulations on this public recognition of his services, and also to Mr. John Maddock, his chief officer, who was awarded a silver medal and diploma. Medals and diplomas were also awarded to the boatswain and other members of the crew. The secretary of the association has also received word that the Board of Trade have awarded a piece of plate to Captain Ola Christian Mortensen, master of the Danish steamship Brira, of Copenhagen, in recognition of his services to the shipwrecked crew of the steamship Morasen, of Liverpool, whom he rescued in the Bay of Biscay last November. The Morasen, belonging to Messrs. H. Ferrie and Sons, was sunk by an enemy submarine, and the master, Captain O. J. Leggett, was taken prisoner and interned in Germany, although for a long time his whereabouts were unknown. Quite recently, however, the secretary of the association was able to report that Captain Leggett was interned at Dullmen, Westphalia, information which afforded great relief to all who were acquainted with him.

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NOTICES.

BARRIBAL PICTURES FREE.

For a limited time only. Anyone returning 10 Empty Westminster "Specials" Cigarette tins to the Westminster Tobacco Co., Ltd., 18, Bank Buildings, Hongkong, will receive free of all cost one of the famous Barribal Girl Pictures, reproduced in Oils, stretched on canvas, and mounted on wooden frames.

The number of these Pictures is limited and the scheme will expire when the supply is exhausted, so you should take advantage of this offer at once.

WESTMINSTER TOBACCO CO. LTD.
LONDON.

NOTICES.

HONGKONG ICE CO., LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the General Managers at 11.30 A.M. on WEDNESDAY 28th instant, to receive a Statement of the Company's Accounts to 31st December, 1916; and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 28th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 8th March, 1917.

GREEN ISLAND CEMENT COMPANY, LIMITED, AND REDUCED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on TUESDAY, the 27th day of March, 1917, at 11.30 A.M. for the purpose of receiving a statement of accounts and the report of the Directors for the year ending 31st December, 1916 and declaring a Dividend.

By Order of the
BOARD OF DIRECTORS.
Hongkong, 6th March, 1917.

GREEN ISLAND CEMENT CO., LTD. AND REDUCED.

NOTICE is hereby given that the Transfer Books of the Company will be CLOSED from THURSDAY, 1st March to SATURDAY, 31st March, 1917, both days inclusive.

The return of Capital of \$2.50 per share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of the
BOARD OF DIRECTORS.
Hongkong, 22nd February, 1917.

PETER DAWSON'S

WHISKY is for men of refined taste, because it is noted for its splendid quality, bouquet and flavour. SPECIFY P. D. WHISKY in your next order. This whisky will repay all the confidence you can place in it.

Obtainable Everywhere.

Sole Agents:
H. RUTTONJEE & SON,
16, Queen's Road Central,
HONGKONG.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE &

GENERAL BROKER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 17th March, 1917.

commencing at 11 a.m. at his Sales Rooms, Duddell Street,

(For account of the concerned) A Quantity of Wines and Spirits.

comprising:—

38 cases Whisky (Dewar & others).

26 do Hock.

2 do Bitters.

15 do Champagne.

37 do Beer.

etc., etc., etc.

On view from Friday, the 16th inst.

Terms.—Cash on delivery.

GEO. P. LAMMERT.

Auctioneer.

Hongkong 10th March 1917.

FOR SALE.

MOTOR CARS, MOTOR CARS.
1917 Overland Touring Cars,
6 Cylinder, 7 Seater.

Apply to

GEO. P. LAMMERT,
Duddell Street.

Hongkong 18th February, 1917.

NOTICES.

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-NINTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on FRIDAY the 30th instant, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hongkong, 8th March, 1917.

GREEN ISLAND CEMENT COMPANY, LIMITED, AND REDUCED.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Offices of the undersigned at NOON, on WEDNESDAY the 28th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong Fire Insurance Company, Limited.
Hongkong, 8th March, 1917.

NOTICE.

THIS is to Inform the General Public that the Undersigned is the Sole Proprietor of Joseph Brothers, Hongkong—and all connections with the firm carried on at Shanghai under the same name has ceased as from the 1st October, 1916.

EDWARD MENASHIH JOSEPH,
Hongkong, 12th March, 1917.

POST OFFICE.

IMPORT PROHIBITIONS.

The public are informed that the undeclared articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coins and articles consisting partly of or containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs insist that senders of parcels addressed to France, Corsica and Algeria must fill in the columns of the regular Customs Declaration particularly and exactly, omitting name of the headings comprised therein.

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

Particulars of outgoing and incoming Mail will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao—Week days, 7.30 a.m., 1.30 p.m.;

Sundays, 8.30 a.m.; Holidays, 7.30 a.m., 1.30 p.m.

Canton—Week days, 7.30 a.m., 9.30 p.m.;

Sundays, 9.30 p.m.; Holidays, 7.30 a.m., 9.30 p.m.

Tai Po—Week days, 9.30 a.m., 4 p.m.

Tai O—Week days, 5 p.m.

Tai Po—Week days, 10 a.m.; Sundays,

9.30 a.m.

Cheung Chow—Week days, 2 p.m.

Shatin, Shatin and Sheungshui—

Week days, 4 p.m.

Border, Autum, Ping Shan, Sai Kung,

Sai Kung and Stanley—Week days, 4.30 p.m.

Canary, Sam Mun and Wuchow—Week

days, 7.30 a.m., Registration 8 p.m.; Letters 6 p.m.; Sundays, 5 p.m.

Macao—Week days, 7.15 a.m., 1.30 p.m.;

Sundays, 8 a.m.

Kongmoon—Week days, 6 p.m. Except

Saturdays; Sundays, 3 p.m.

Nantau and Sam Mun—Week days,

5 p.m.; Sundays, 5 p.m.

Shamchun—Week days, 10 a.m., 4 p.m.

Sundays, 9 a.m.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao—Week days, 7.30 a.m., 1.30 p.m.;

Sundays, 8.30 a.m.; Holidays, 7.30 a.m., 1.30 p.m.

Canton—Week days, 7.30 a.m., 9.30 p.m.;

Sundays, 9.30 p.m.; Holidays, 7.30 a.m., 9.30 p.m.

Tai Po—Week days, 9.30 a.m., 4 p.m.

Tai Po—Week days, 10 a.m.; Sundays,

9.30 a.m.

O. S. J. Aparsi—

Day 30.02 24.85 91 1.00

Day 30.02 24.85 9